

## Abstract

A locking mechanism (6) is provided to block the internal combustion engine (1) at prepositioned 5 cranking angle after shutting down. Preferably, the crankshaft of the engine is positioned at a crankshaft angle that is favorable for cranking. Prepositioning of the crankshaft angle results in a lower first compression torque and therefore increases kinetic energy stored in 10 the crankshaft lumped inertia. The required maximum torque of the cranking aid (2a, 2b, 2c) can therefore be reduced.

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